- 50th ANNIVERSARY -

PAGE 10 - THE NORTHERN VIEW - WEDNESDAY, FEBRUARY 6, 2013

NEWS

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MARKING A MILESTONE

### Alaska ferry service marks 50 years in Prince Rupert

By Quinn Bender The Northern View

A brief ceremony was held at the Prince Rupert Ferry Terminal Jan. 29 to mark the 50th anniversary of Alaska Marine Highway System's service to it's only Canadian port of call.

Dignitaries and community leaders attended the early morning event to acknowledge the impact the ferry service has made on cross-border relations and both the tourism and trade industries.

"It is the only Canadian port, which makes us an international ferry system," said Murray Sheppard, Prince Rupert Terminal's manager for the AMHS.

"It's good for the Alaskans because it gives them an outlet to the lower 48 [states]. But also for Prince Rupert, it's really good for tourism—good for all of British Columbia."

In 2011, 18,270 passengers and 7,031 vehicles passed through the

Prince Rupert Terminal.

Prince Rupert mayor Jack Mussallem used the event to underscore the City's excellent relationship with Ketchikan, AK, and the burgeoning business opportunities that exist now with the City's port facilities. A Ketchikan delegation will be visiting sometime this year for what they're calling the 2013 Prince Rupert Trade Mission.

"We have a strong relationship with them," Mussallem said.

"We visit each other back and forth and even go up there for their Fourth of July celebrations. We're in their parade... we've always been interested in trade and commerce, and some of the issues they face are very similar to us."

The 1963 inclusion of Prince Rupert in the ferry's toure was seen as a testament to the city's link and similarities to its northcoast American neighbours.

In the spirit of what Mussallem called "a friendship that's

developed over the years," Captain Nick Collars of the MV Taku, which was in port during the ceremony, was presented with a box of Nanaimo bars after the official exchange of handshakes and plaque presentations. When docking in Prince Rupert the American captain, who has worked the route from Ketchikan to Prince Rupert since 1998, is known to race into Cow Bay for coffee and a square of the rich, Canadian west-coast treat.

"That was really nice of them," he said with a laugh.

"This really is the best job I've ever had."

The Alaskan state-owned ferry service is an extension of the public highway infrastructure. It operates 11 vessels in the North Coast waters, providing a vital link between 33 communities for trade, transport and essential services. It covers 3,500 miles from Bellingham, WA, to Dutch Harbour in the Aleutian Islands.



Quinn Bender / The Northern View Mayor Jack Mussallem and Capt. Nick Collars cut the 50th anniversary

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## KETCHIKAN DAILY NEWS



THURSDAY, APRIL 18, 2013

TWITTER.COM/KDNSPORTS

WWW.KETCHIKANDAILYNEWS.COM

12 PAGES

## Taku to host Wrangell guests

#### State ferry to play hotel in May

By SCOTT BOWLEN Daily News Staff Writer

The state ferry Taku will serve as a hotel ship in Wrangell on May 2-5 to help accommodate a wave of visitors expected to attend the rededication of the Chief Shakes Tribal House

The Wrangell Cooperative Association anticipates that more than 800 visitors will attend the events commemorating the renovation of the historic structure built in 1940 by the Civilian Conservation Corps.

Wrangell has a population of about 2,370, according to the 2010 Census. It has a combined hotel, lodge and bed-and-breakfast capacity for about 200 people, according to WCA Vice President Ernie Christian.

Faced with a lack of available accommodations, the Wrangell Cooperative Association last year began requesting that the state provide a ferry for hotel service. The state turned down the requests because of issues with liability, a lack of precedent, and scheduling conflicts, cording to Wrangell public radio station KSTK.

However, an agreement reached Friday between the state and Alaska Ship See 'Taku,' page 2

The structure is a replica of the Tlin-git tribal house that had been located on the site since the 1800s, and has been undergoing a major, \$1.5-million reconstruction project during the past

two years, according to WCA.

In November, KSTK reported that
every hotel, lodge and bed-and-breakfast room in Wrangell was booked for the May 2-4 re-dedication event. The Wrangell Community Associa-

tion had sent a letter to AMHS and Gov. Sean Parnell requesting the use of a ferry for overnight accommodations, but the request was turned down, ac-cording to KSTK.

Capt. Mike Neussl, who then was the Alaska Department of Transportation deputy commissioner in charge of AMHS, gave a detailed rationale for the denial that including scheduling con-flicts, competition with local business, the question of what to charge for staterooms, and the setting of a precedent for using ferries as hotel ships, according to the KSTK story.
We tried several times to actually re-

cuest a ferry be placed in Wrangell for the rededication," Christian said. "We, at that point, got a definitive no from the DOT commissioner."

As noted above, the Taku went out of service early this month for its annual overhaul at the Ketchikan Shipyard, which is operated by Alaska Ship and Drydock. The ferry was scheduled to go up on the drydock this past week-

"However, we had some conversa-tions with Alaska Ship and Drydock and they were able to rearrange their schedule with the overhaul of the Taku, to be able to put it on drydock later," Woodrow said. "(ASD also was) able to provide somewhat of a guarantee that we won't ... miss any revenue service as well when the ship goes back into service in the beginning of June." Doug Ward, ASD development direc-

tor, said the company was able to reschedule the Taku with no cost impact to the state.

- Continued from page 1

ASD will go ahead and complete most of the pier-side work that is re-quired on the Taku before the ferry departs for Wrangell.

"Really, the only thing that's being delayed is drydocking for (propulsion) shaft work," Ward said. "We were able to schedule other work ... on the drydock so there's no cost impact to the marine highway system." Woodrow said the Taku's use as a

hotel in Wrangell was approved by Parnell's office.

When this new information came to light that the Taku might be available, was brought to the governor's office for the governor's approval, as well as working with (ASD) to see if was some-thing we could make work. You could say it was something that the stars

aligned at the last moment." AMHS ferries have partial crews dur ing overhaul periods. AMHS will add crew members on the Taku during its Wrangell stay to handle the stateroom accommodations, according

Woodrow said the stateroom charges will be the sole revenues for the Taku



for the hotel trip.

Au VAUG Apri Ketchi BOOKS PROV

Craig and Coast Guard Au

Taku

and Drydock resulted in a change in the Taku's overhaul schedule, making it possible for ship to be in Wrangell dur-ing the requested time period. Christian said the Wrangell Coopera-

tive Association received word of the change on Monday.

The Taku is going to be appreciated

for the extra 40 rooms," he said Wednesday. "If they aren't already booked up, I would expect they'd be booked up soon."

The Taku, which entered its annual overhaul period early this month, will arrive in Wrangell on the afternoon of May 2, according to Alaska Marine Highway System spokesperson Jeremy Woodrow.

The ferry will not carry passengers to or from Wrangell, said Woodrow. Peo-ple staying on the Taku in Wrangell would check in there on the afternoon of May 2, and check out on the morn-ing of May 5. No food or beverage service will be

available aboard the ferry, he said.

The Taku has 40 staterooms — 34 two-berth staterooms (\$89-\$99 per night) and six four-berth staterooms

(\$125) according to AMHS.
"We're handling the reservations through our (AMHS) reservations office, however, we've left the logistics and the coordination for the rooms in the hands of the Wrangell Cooperative Association," Woodrow said. "They're Association," Woodrow said. "They're the group that has been coordinating the additional rooms available ... in the community of Wrangell for the rededi-

Contact information for reservations is available on the Shakes Island project website at: www.shakesisland.com.

The Chief Shakes Tribal House Shakes Island was completed by the Civilian Conservation Corps, U.S. Forest Service and the local Tlingit tribe in 1940, according to WCA, which now is the federally recognized tribe of the Silving Plans was and owns the tribal

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- 50th ANNIVERSARY -

## KETCHIKAN DAILY NEWS



12 PAGES



The M/V Malaspina, with its newly painted smoke stack, sits at the Berth 3 dock Wednesday afternoon for the 50th anniversary celebration of the Alaska Marine Highway System. The ferry is also 50 years old.

## Ketchikan celebrates AMHS turning 50 years old

hearken back to be observed.

"I think it's great, very retro," said Chief Purser
Monica Scott, who sat at a registration table signing people up for tours of the ferry's bridge. Ferry
crewmembers offered guided tours every 10 to 15

seven years. Though he's worked on all the ferries in the system, he said the Malaspina was his fa-

in the system, he said the Malaspina was his tavorite.

Biagi said he had numerous stories from his 23 years with the ferry system, many not fit for print. Though the hours are long and odd, two weeks on and two weeks off, he said he was proud of his decades on the ferries and encouraged youths to follow in his footsteps. He said there were scholarships, such as the Lund Maritime Scholarship, available to Ketchikan students looking for a maritime career.

Biagi said despite the long hours, 'It feels very good getting out to sea' after being 'trapped' on land for often months at a time.

Also Wednesday, Ketchikan artist Ray Troll's band, 'The Ratfish Wranglers, played for party-goors. There also

played for party-goers. There also was a salmon appetizer competi-

t h e Ketchikan Visitors Bureau, with ceiving a golden ticket

children how the ship navigates via a combination of radar and "kocking out a window."

"We still do it by hand, no auto," he said, describing how the ferry is steered.

Baylous has been with the marine highway for

- Capt. Christian Biagi, discussing the M/V Malaspina's bridge

Staff photos by Hall Anderson

M/V Malaspina Chief Mate Gabo Baylous gives a tour of the Malaspina's bridge to a home-school group and other visitors during the 50th anniversary celebration Wednesday afternoon at the Berth 3 dock

The ship's captain, Christian Biagi, looks on from the right.

See more Alaska Marine Highway System photos,



Reprinted with Permission of the Ketchikan Daily News Thursday, May 2, 2013 KETCHIKAN DAILY NEWS

#### LOCAL/ALASKA

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#### - PARTY TIME -



Jhen Nunamaker takes a picture of her friend Linda Josol in front of an Alaska Marine Highway 50th anniversary poster on Wednesday by the purser's counter.





At left, a January 31, 1963 Prince Rupert newspaper proclaiming the M/V Malaspina "every inch a queen" is on display inside the ferry. At right, Jillian Hall, 2, and 5-year-old Madeline Hall play with the Malaspina's wheel.

Staff photos by Hall Anderson

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- 50th ANNIVERSARY -

#### ALASKA MARINE HIGHWAY 50th ANNIVERSARY



May 2, 2013 Vol. XXXIX, No. 18

www.petersburgpilot.com

### AMHS Celebrates 50 years in Southeast

By SHELLY POPE

The Alaska Marine Highway System will celebrate with towns all along the Southeast for the 50 year anniversary of service to this area

The Motor Vessel Malaspina made its inaugural trip to Petersburg at 6 p.m. Sunday, April 28, 1963 and Friday, the Malaspina will make port here again at 6 p.m.

"We have activities scheduled once people have boarded," Petersburg Chamber of Commerce Director Sally Dwyer said, "That is when the Leikerring Dancers will dance being led by Heidi Lee."

Dwyer said she did not know what the ferry system had scheduled once everyone has boarded. there will be plenty for everyone

to see and do.
"When we didn't have the ferry system, 51 years ago," Dwyer remembered. "We had to fly everywhere, or take fishing boats and most didn't travel at all.

Dwyer explained that the quality of food was different as well.

"Food only came in by the Alaska Steamship," she stated. "Milk was always frozen and the ferry system just opened up the world for us here."

The AMHS allowed students to travel for sports and gave everyone an opportunity to travel.

"This was a huge opportunity for us," Dwyer stated. "And it was very affordable."

Dwyer remembered that she was eight years old when the Malaspina first made port in Petersburg and she can remember dancing for the governor's wife on the car deck.

"The whole town turned out for the first ferry landing," she stated. "We had no idea how much this service would change our lives, but it became apparent quickly.

Dwyer also stated that the ferry was so modern since they





#### A cultural canoe experience

On Tuesday afternoon a group of over 40 paddlers from Juneau, Yakutat, Sitka and Kake arrived for an overnight stay in Petersburg, after battling several days of high seas and rough weather. They were greeted in traditional fashion by members of ANB, ANS and PIA alongside other members of the Petersburg community. Wednesday the group continued on toward Wrangell for this weekend's historic re-dedication of the Chief Shakes Tribal House.

were used to traveling on old fishing boats.

Instead of drinking hot chocolate on a smelly fishing boat, we were in a lighted cafeteria," she said. "This was so different and more than most of us island kids would have ever expected to see

Dwyer worked for the AMHS for several years and loved her job.

"I enjoyed working on the sys-tem so much," she said. "It was like a family and I look forward to celebrating this milestone with the town and the Malaspina."

The ferry will dock at 6 p.m. The Petersburg Chamber of Commerce has been holding a trivia contest for a golden ticket to be awarded on the ferry Friday evening, Another golden ticket will be awarded to someone aboard the ferry that evening as well. Petersburg Borough Mayor Mark Jensen will present a gift of a Rosemalled plate that was painted by Cathy Harris.

Tours of the ship and the bridge will be available as well as special gifts that can be purchased in the gift shop

cookies in the shape of the map of Alaska, a boat and a flag for gifts as people begin to leave the

ferry," Dwyer said. "As they leave port, the community of Petersburg will send them away

#### Swihart named new Police Chief

By SHELLY POPE

The Petersburg Borough Assembly approved the recommendation of Borough Manager Steve Giesbrecht and unanimously voted to hire Kelly Swihart for the Petersburg Police Chief position during a special meeting Monday evening.

Swihart is currently the police chief in Hoonah and tendered his resignation officially when he returned to Hoonah Tuesday.

"I promised them that I would give 60 days notice, if I was to ever leave," Swihart said. "I want to make sure all things are squared away and stabilized as much as possible and I would like to help with the Continued on page 20



SHELLY POPE / Peters

Mindy and Kelly Swihart at a reception held Sunday in the Petersburg Borough Assembly Chambers.

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#### ALASKA MARINE HIGHWAY 50th ANNIVERSARY



#### 1962-63 Pre-Delivery News

#### First Ferry Delivery Now Nov. 15; Terminal Bids Rejected as Over Estimate

July 13, 1962, Petersburg Press

JUNEAU (Special) - The state has rejected all bids for the construction of ferry terminal facilities at Petersburg, Wrangell, and Sitka, Robert E. Sharp, acting commissioner of the state department highways announced Simultaneously, the state division of marine transportation announced that the completion date of the first ferry has been moved from the end of August to about November 15. Therefore, the first ferry will not be making an initial run over Labor Day weekend.

The bids on the Petersburg terminal facility were opened Tuesday and low bidas Berg Construction Co. with a figure of \$240,379.33. State's estimate of the project was \$185,586. The state had estimated about \$90-93,000 for the Wrangell terminal and the bids were all \$40-50,000 over that figure

Sharp said that in view of the fact that the completion date of the first ferry is now November 1, the state will re-advertise for bids on the Petersburg, Wrangell, and Sitka terminals and allow a longer completion time. That, with a few other changes should get the cost of the terminal facilities down, Sharp said. Bid call will go out Monday.

The project in Petersburg calls for constructing a timber trestle approach structure, concrete sidewalks, curb and gutter, grading and drainage for holding area and constructing a waiting room building at the ferry site.

Director of Marine Transportation Bafford Lewellen announced the new completion date for the first ferry today receiving word from the shipyard in Seattle.

State officials say they will enforce the clause in the contract calling for \$1,000 a day penalty for each day delay after the August 30 delivery date.



Feb. 1, 1963, Petersburg Press

The state ferry Malaspina was scheduled to leave Prince Rupert at 11:30 this morning on the first regular run thru SE Alaska. It will be in Petersburg northbound at 3:15 a.m. Saturday and southbound on 1:15 a.m. Monday.

In the photo above, Dr. R. C. Smith,

Press photographer, snapped a clear portrait of the Malaspina as it edged in for its first landing in Petersburg January 24 Public Works Commissioner Richard the problem will be licked while the vessel continues on its regular schedule. The braces holding the exhaust stack will be changed and an expansion joint added. In other ferry news: The 18 Wrangell

plans to take the ship back to Seattle to

correct a vibration problem in the exhaust. The ship's designer Phil

Spaulding termed the vibration "a very

insignificant thing." The two men said

designer Phil

High School students who were brief but

Malaspina as it left Wrangell, received only a lecture for being late back to school.

The state attorney general, George N Hayes, said today that the concessionaire on the ferry, Chris Palzer, has agreed to refrain from selling sea store (non-taxed) liquor aboard the vessel. He had received permission from the customs and had 120 cases of sea store liquor loaded in Scattle

#### 500 Writers May Be Here April 28 On Ferry Inaugural

March 22, 1963, Petersburg Press Governor William A. Egan has

announced the formal inaugural voyage of the M-V Malaspina, marking the start of service over the Southeastern Alaska marine highway system, will be held April 27 to May 2. The vessel will arrive in Petersburg at 6 p.m. Sunday, April 28, and leave 8 a.m. Monday.

More than 500 travel editors for the nation's newspapers and magazines have been invited to participate in the weeklong event which will include visits to each of the stops on the ferry route.

Governor Egan wrote the mayors and presidents of chambers of commerce in each community last week advising of the inaugural voyage and urging that they make plans for appropriate ceremonies and festivities. In addition, Morris Ford of the state's division of tourism will be in Petersburg next Thursday to discuss welcoming and entertainment plans for the ferry and its passengers.

In a phone call to Petersburg Chamber President Lars Eide, Ford indicated that Petersburg would be expected to house some of the visitors overnight. Eide said it is expected to get more details from Ford at a special luncheon meeting next Thursday and to inform him of tentative local plans.

Service over the marine highway sys-tem actually was initiated in late January but the formal inaugural voyage was postponed with the thought that weather conditions in late April and May would be more conducive to picture taking and other participation by the many representatives of publicity media who have been invited to take part.

#### Ferry Trials Underway; No Sailing Date Yet

Jan. 11, 1963, Petersburg Press

SEATTLE (AP) - The M-V Malaspina, queen and first of Alaska's three new ferries, moved into Puget Sound today in another of a series of tests.

The Malaspina put out shortly before 8 a.m. with an Alaskan delegation and Capt. Ed Kent of the shipbuilding

Meanwhile in Juneau, the Associated Press reports that there is no set date yet for the ships departure from Seattle. It all depends on the test runs and provisioning time. However an attempt is being made to have the Malaspina in Juneau during the governor's inauguration January 25-26.

Yesterday's initial run of the Malaspina lasted nearly a day. The first trip was described as a work and technical run. The ship gave Seattle a maritime show as it jockeyed around Elliot Bay swinging the compass and making technical

Today's trip was to be farther out in the sound.

#### About this section:

By RON LOESCH

In recognition of the 50th Anniversary of the Alaska Marine Highway System, we present these pages with news reports from the archives of the Petersburg Press in 1962 and 1963. The historic timeline information was provided by the AMHS.

The arrival of MV Malaspina in 1963 was big news for the city, the region and the State of Alaska. The new transportation service connected Southeast communities as they had never been before, and it changed the way passengers and freight were transported to and from the towns that made up Southeast Alaska.

We congratulate the employees of the AMHS and more importantly, the men and women who

worked to bring the service into existence Petersburg played a critical part in lobbying for the system years before the first ferry arrived at the dock.

Today, many of the same vessels service the original routes they sailed in the 1960s. This certainly speaks to the quality of construction that went into the vessels and the ability of the crews who maintain them.

We should be proud of the accomplishments of the Marine Highway System. It continues to be a critical link in the freight and transportation needs of our region which makes it more important that we work together to sustain the service that will insure its continued operation for the benefit of all Alaskans living in the coastal regions of our state.

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#### ALASKA MARINE HIGHWAY 50th ANNIVERSARY



#### State Ferry Malaspina Will Make First Call Here Next Wednesday

Jan. 18, 1963, Petersburg Press Alaska's first new state ferry the MV Malaspina, will arrive in Petersburg next Wednesday

evening at 8 o'clock with Captain Rueben Jacobsen on the bridge and Alaska's Governer Wm. Egan heading the passenger list. According to Eldor Lee. local agent for the ferry system, the vessel will take any passengers or vehicles wishing to go north. From here the vessel goes to Sitka, Juneau, Haines and Skagway.

Governer Egan is scheduled to represent the state in Seattle Monday and take possession of the 352-foot blue and gold vessel for the marine transportation division from the builder, Puget

On its way north the vessel will cover all Southeastern Alaska ports and take passengers to the governor's inaugural program in Juneau. After the inaugural the ship will cover all ports taking the visitors home.

other travelers are welcome, of course. On the southbound trip, after inaugural, Malaspina will stop in Petersburg Tuesday January 29, at 5 p.m., and stay in port until the next morning at 3:45. While here visitors will be welcome aboard to inspect the ferry.
Allan Hatherly, project

Construction Co., building the ferry terminal here, reported to the Press that the company had its first truck on the ferry ramp approach yesterday so the terminal will be usable on the vessel's

Petersburg's Mayor Andrew Wikan plans to make the first trip to Juneau on the ferry. No reservations are necessary for traveling on the ferry. Others planning to go to Juneau are Mr.

Petersburg Men Help Man Ferry

and Mrs. Arne Trones

Eldor Lee and other teminal managers are expected to meet in Juneau today for an orientation session then return to their posts in time to meet the vessel

#### Malaspina Undergoing

Repairs; Due Back Tuesday

Jan. 25, 1963, Petersburg Press

The Alaska State Ferry Malaspina is undergoing engine repairs in Juneau but is still expected to be back on schedule and in Petersburg again next Tuesday, the Press learned today from Juneau.

The Malaspina went through Petersburg Thursday afternoon, a day late because of a delay in getting away from Seattle.

Minor engine trouble has plagued the ship but the Associated Press reported this morning that it was believed the vibration in the engine exhaust, which caused the trouble, has been licked.

The Malaspina arrived in Petersburg suddenly at 12:30 p.m. as radio reports were still announcing arrival would be at 3:00 p.m. but a large crowd and the Petersburg High School band were on hand when the ramp went down to greet the passengers and go aboard for a visit.

Governor Wm. Egan, Public Works Commissioner

Richard Downing, and Director of Marine Transportation B. A. Lewellen were among the notables making the maiden voyage and greeted by Mayor Andrew Wikan and Chamber of Commerce President Lars Eide. Lewellen stated the Malaspina would be back in Petersburg next Tuesday at 5 p.m. for a 2-hour stay to give local persons a chance to visit aboard.

First passengers to get off here were Dr. D. A. Coon, coming back from his Wednesday trip to Wrangell, and the Rev. Mr. and Mrs. Jack Andrews, returning from Ketchikan.

Mr. and Mrs. Orrie Harris took the first car aboard from Petersburg. They were on their way to Juneau for the governor's inauguration. Other passengers boarding Petersburg were Mr. and Mrs. A. J. Trones, Willie McGilton, Mrs. Knute Anderson and infant, Wm. Swanson, Mrs. Lloyd Swanson and grandson Tommy Swanson, Mrs. Joe Hanus, Mr. and Mrs. Wells of Juneau, Bob Cheatham, Harry Merriam, Harold Thompson, Mrs. Herb Stewart, Tom Stewart, Rod Nordling, Doug Patterson and Mr. and Mrs. Sidney Kelly

About 15 Wrangell persons rode the ferry over on a trip that took a little over two hours. They returned home from Petersburg by plane at the end of the road later in the afternoon.

When the Malaspina left for Juneau it had 155 passengers from first three Alaska ports it had stopped in. She sailed from Petersburg at 2:45 p.m. and arrived in Juneau six and a half hours later. Eldor Lee, local agent for the ferry system, warns that

rsons and vehicles should stay off the approach dock until after the ramp is dogged down. He said, however, that everything worked fine in Petersburg on the first

A ticket booth will be set up on the approach in the near future and manned at least an hour before arrivals. More information on schedules will appear in next week's



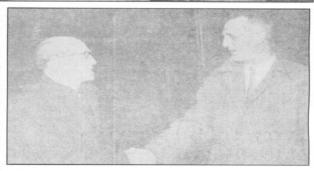
Feb. 1, 1963, Petersburg Press

Petersburg Press photographer, Dr. R. C. Smith, was among the many Petersburg residents meeting the new state ferry Malaspina when it docked in Petersburg the first time on Thursday, January 24.

In the top picture on this page two Petersburg men pose for pho-tographer Smith at the wheel of the Malaspina. Both are members of the crew and made the initial trip from Seattle aboard the vessel They are Maynard Reeser, left, and Richard Hofstad. Reeser is listed as an ordinary seaman and Hofstad as able seaman.

Mayor Andrew Wikan was the first Petersburg passenger to board the ferry on its northbound trip. He went to Gov. Egan's inauguration program in Juneau. In the top photo on the right he is welcomed aboard by Public Works Commissioner Richard Downing. Division of Marine The Transportation is under the public works department.

In the bottom photo, Capt. Rueben Jacobses, skipper of the Malaspina, is recounting an incident during his many years at sea. The listeners enjoying the story are ferry system Port Captain Gregory Mangan and Petersburg Press editor L. M. Williams, Jr.





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#### ALASKA MARINE HIGHWAY 50th ANNIVERSARY



#### Historical Timeline 1959

Alaska becomes the 49th state and M/V Chilkat becomes the first state owned ferry

#### 1963

The Alaska Marine highway System is founded, providing many roadless communities with a way to "drive" from one town to the next.

M/V Matanuska, M/V Malaspina and M/V Taku are built

Service expands to Prince Rupert, British Columbia

#### 1964

M/V Tustumena is built.

March 27: Earthquake! Ports in Valdez and Cordova are damaged

#### 1967

Service extended to Seattle, Washington. linking the system to the Lower 48

#### 1974

M/V Columbia, the largest vessel in the fleet is built

#### 1979

Service to the Aleutians begins

#### 1989

Bellingham, Washington becomes the southern terminus

#### 2002

The Alaskan Marine Highway System is designated a National Scenic Byway

#### 2004

The first of two fast ferries, the FVF Fairweather, added to the fleet

#### 2005

Alaska Marine Highway named an All-American Road by the Federal Highway Administration

FVF Chenaga, the second AMHS fast ferry, is built, bringing the fleet to a total of 11 vessels





## Taku Rock Removed from channel in Narrows

June 14, 1963, Petersburg Press

Taku rock was removed from the navigation channel in Wrangell Narrows late yesterday afternoon on the high tide, according to A. J. Trones, local contractor. Work was completed by 8 p.m. last night.

The rock was named locally after the ferry Taku struck it when entering Wrangell Narrows in April and had to return to the shipyard for repairs. It had been suggested that the rock had drifted in on an iceberg and dropped when the ice melted. Trones said the rock was of a type foreign to the adjacent area of the narrows where it was found.

Cliff Fenn, inspector for the Corps of Engineers, says rock samples will be sent to a laboratory to determine the source of the rock. Fenn said the rock is not exposed at low tide in its new position but is 500 to 600 yards away from the main channel and on the beach behind a point between Sasby Point and Prolwey Rock.

He said the rock appeared to drivers to be about six to seven feet high and was triangular shaped about ten by five by nine feet

Trones using two boats, two divers, a barge, and inch to inch and a half size steel cable, worked two days putting a sling around the rock and tying it to the barge. As the tide raised the barge, the rock was lifted and moved toward shore. Trones reports they lost the rock twice but on the third try moved it.

Working with Trones on the job were divers George Parkhurst, Juneau; Frank Sarber, Petersburg; and Fred Magill, Warren Burrell and John E. Longworth. The job took two days as divers could work only at

slack water because of currents in the narrows.

#### Before and After at Petersburg Terminal

September 13, 1963, Petersburg Press

Here are the photos of the Petersburg ferry terminal before and after the ferry Taku landed Saturday, August 17. The before photo on the right was taken by Dr. R. C. Smith after the transfer bridge and towers were in place while the terminal was under contstruction.

In the after picture above, the approach dock and the facing of the mooring dock are still in place, partially, but the towers are gone and the transfer bridge has dropped into the water - the

result of the Taku's unexpected takeoff August 17.

Two San Diego boys, ages 15 and 10, admitted that they shoved the controls on a wing bridge (not in the pilot house as reported in some stories) setting the boat in motion while it was still secured to the terminal dock.

Western Marine Construction Co. of Seattle has been awarded a contract for repairing the damage and ferry service to Petersburg is scheduled to resume November 8.

-Dr. R. C. Smith Photo



#### Come Celebrate the 50th Anniversary

Open to the whole family including activities for the kids. Join us for a Scandinavian-style event.

> May 3, 2013 Petersburg Ferry Terminal Aboard the MV Malaspina 6 to 10 p.m.

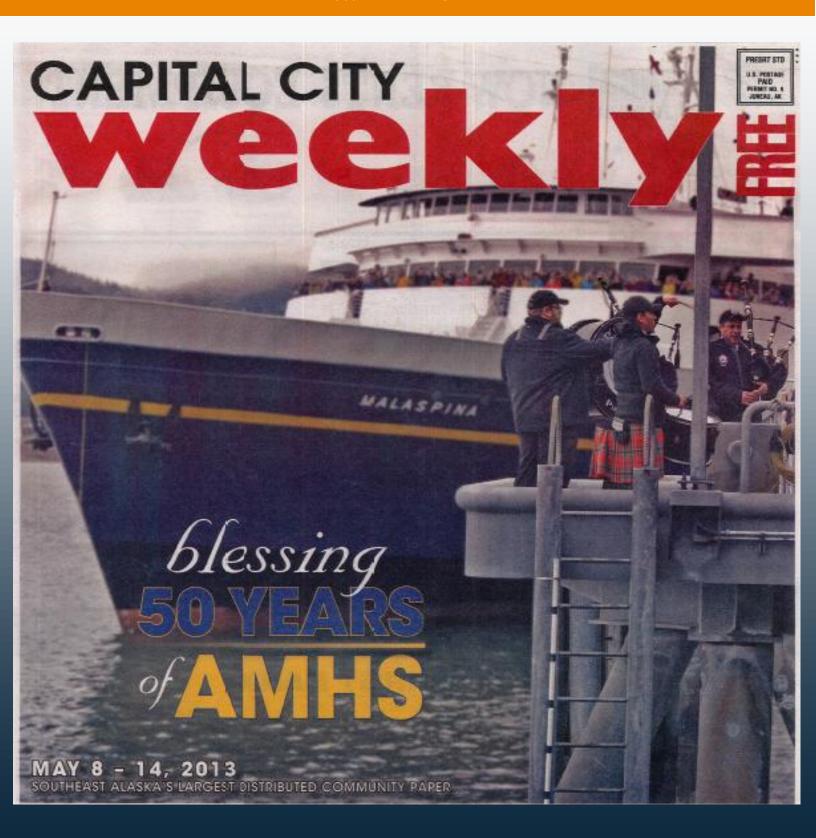
- · Be entertained by the Leikerring Norwegian Dancers
- · Tour the bridge, dine onboard, and visit the gift shop
- · Enjoy special cookies provided by the Petersburg Borough
- Enter the Trivia Contest for your chance to win a Golden Ticket

For more details on the Golden Voyage activities and contests visit

FerryAlaska.com/50years • 1-800-642-0066

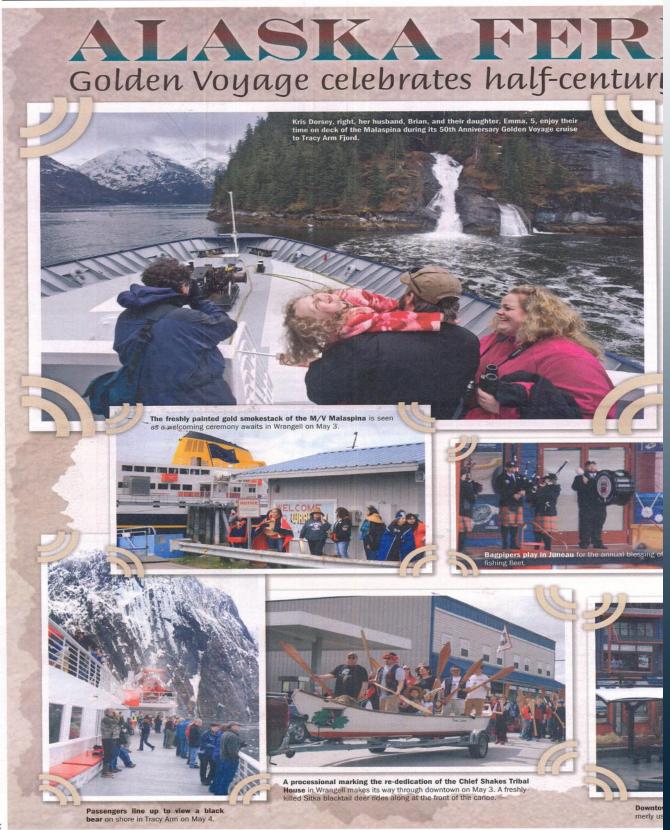


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## RIES AVI 50 J for Marine Highway System

Alaska Jon nal of Commerce

THE M/V MALASPINA — When nearly a quarter of a town turn out for an event, big happenings are taking place no mate the population.

M/V Malaspina pulled up to the dock in Petersburg, After 1 500 people piled on board to celebrate the ship that of ted the Alaska Marine Highway System 50 years ago.

The M aspina's cafeteria quickly became the most crowded place in to folks bear wn during the ship's four-hour open house. Filled with g smiles that lasted for an hour or more as they waited in an order for smoked salmon chowder or teriyaki pork nning joke instantly became that the Malaspina was the town's hottest new restaurant.
elmed" was the word used by the crew.

"Overv

very strong showing of support from Petersburg," re-tem General Manager Capt. John Falvey. "They appreci-em and we appreciate bringing them service." marked sy

When ne Malaspina pulled away from Petersburg at about May 3, that appreciation was shown and clear

I had just collapsed in my bunk, spent from a day full of excitement that began in Ketchikan, some 17 hours ago, when explosions, cheers and honking horns rousted me and necessitated

a trip to the deck.

When the fireworks started over the water, Petersburg's people hopped in their cars to honk horns and flash lights. Others flipped the lights in their homes - anything to maximize the fanfare sendoff Afterward, the rumor aboard the ship was that the public fare

well, which was kept mostly secret to those onboard, was coordinated through the Petersburg Pilot, the local weekly newspaper that had run the day prior.

When I asked Falvey specifically about the sendoff, "incredible" was all he said.

Petersburg was the third stop on the Malaspina's four-day "Golden Voyage."

The trip began from Ketchikan early on the morning of May 2 with a cruise around Revillagigedo Island, also known as Ketchikan's home island, and a venture into Misty Fjords National Monument Wilderness on the island's backside.

"Misty Fjords is very special and its been years since we've done that, so we thought is was appropriate for a special occasion like this," Falvey added.

On that day we truly experienced Southeast - low clouds and rain.

"That was the least scenic day I've seen in Misty Fjords and it was still spectacular," the ship's captain

The couple-hundred foot ceiling kept the mountains hidden, but more than a dozen gray and humpback whales spotted on the 12-hour run kept eyes busy enough

Falvey said the 455 available spots on the special day-trip sold out in less than four days. In the fjords, Biagi killed the ships engines several times, allow-

ing for an almost cerie, unquestionably serene setting among sheerface rock and the sound of freefalling water. It was easy to forget we were aboard a 408-foot steel workhorse.

Coming from Anchorage to Southeast for the first time, I quickly xited my working reporter role and became a wide Many longtime Ketchikan residents on the trip quietly admitted a similar transformation.

A scene as we neared Ketchikan on our return summed up Southeast. A well-worn fishing boat could be seen from the back of the ferry passing a tug-hauled barge loaded with containers stacked four-high in the background while a humpback exhaled seawater skyward against the falling rain.

Above, and just below the clouds, a floatplane cut across the channel.

The rain that tormented camera lenses all day long had

finally gotten to mine as well. How fitting.

Day one evidenced why the Alaska Marine Highway System, or AMHS, is considered an All-American Route by the Federal Highway Administration — a distinction a distinction currently allotted to only 41 other routes and roads in the country. The ferry system is part of the National Highway System, through which it receives much of its federal fund-ing. As head of the system, Falvey said it gets about \$22 million in gas-tax revenue for capital overhaul projects to its 11 ships. Each ship receives intensive, need-based res-

toration every three to four years, he said.

Just weeks prior to the Golden Voyage, the 50-year old
Malaspina was docked in Portland, Ore., undergoing a \$10 million, 9-month renovation and engine overhaul. The ship's crew was then sent to Portland prep the ship for the upcoming occasion.

The Malaspina's iconic blue smokestack was also given a gold coat to commemorate its 50th birthday.

some of the wood and more permanent fixtures on the Malaspina reveal its age just through their style, the ship does not look 50.

To bring the ship out of the yard and get it in the shape that it's in right now and the way the crew has done it is pretty phenomenal," Falvey said.

#### On to Wrangell

The next morning saw us up with the sun and gone with the southerly wind at 5 a.m. from Ketchikan and on to Wrangell where an apropos coincidence awaited.

During the six-hour run north to Wrangell, the clouds lifted but would not completely give way to sun. For the 100-some of us who continued on the journey, any reprieve from rain was enthusiastically welcomed.

As we rounded Woronkofski Island and Wrangell came into view, the M/V Matanuska and M/V Taku — to the Malaspina — waited dockside for us. to the Malaspina -

The Taku had been sent to the town to serve as a float-

See Ferries at 50. Page 16









Tlingit canoe paddles are raised in Wrangell as the Chief Shake Tribal House moves through downtown

TOP LEFT PHOTO:

ALL OTHER PHOTOS:

n Juneau, as at in from a dock normally used by cruise ships and for d by the ferry stem, as the Malaspina pulls into town May 4.

#### - 50th ANNIVERSARY -

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#### Ferries at 50: Continued from Page 15



ing hotel to accommodate excess visitors during a local celebration commemorating the rededication of the Tribal House on Chief Shakes Island in Wrangell.

The Matanuska was running

The Matanuska was running its scheduled service, meaning the system's original ferry fleet of three from 1963 had inadvertently been gathered along the Golden Voyage.

"The stars aligned on the 50th anniversary," Falvey said.

He and other AMHS officials aboard the ship admitted they didn't realize the convergence was going to happen. Danielle Adkins, AMHS marketing manager, said once it was realized what was going on there was a "scramble to get the emergency response boat in the water so the film crew could shoot all three (ships) together."

Juneau-based public media outlet KTOO was on board the ship with a crew filming an installment of a documentary series chronicling the 50th anniversary events.

After waiting for the Matanuska to vacate the ferry terminal and continue on its way, a town ready for a party awaited us. Makeshift food tents with smoky grills covered with fish and burgers appeared at every street corner and in every parking lot. It mattered not that it was midday and during the week, the town of 2,400 all but shut down for a parade that ran the length of town and finished at the Tlingit leaders' newly reprovated house.

Coming from small-town Mid-



untos/Erwoon Bacumca/AJOC

LEFT: Mark Ridgway of Juneau, who said he's ridden the Alaska ferries his entire life, flies a kite on the way back to town after passing through Tracy Arm on May 4. TOP: The Keex' Kwaan dancers move through Wrangell in traditional Tligit dress on May 3, shortly after the Malaspina arrived in port.

west, I thought I knew friendly, welcoming people, but the residents of Wrangell and Petersburg went steps further. Other than the occasional youngster rudely awaken by the hoopla, smiles and open arms ruled the day.

At 3 p.m. sharp, staying on schedule as if it was regular service and after a four-hour stay that felt like 40 minutes, the Malaspina and a few more passengers that hopped aboard in Wrangell were off to Petersburg.

The gratitude toward the ferry system shown in Petersburg was expressed by Ric Iannolino, a current resident of Auke Bay just outside of Juneau and a resident of Southeast since 1975. Iannolino camped aboard the Malaspina with a sleeping bag and a lounge chair as it made its way from Ketchikan to Juneau in traditional ferry fashion.

He called AMHS "absolutely vital" to the small Southeast communities like Wrangell, Petersburg and Sitka — even today. About 32 percent of ferry passengers are non-residents.

non-residents.
"Much of the year, especially when the tourists aren't here, we have storms. We cannot fly. This is the only service we have," Iannolino said. "The tourists see it as one thing and the rest of the year we see it as another and that's ok. They help us fund it.

"It's not an alternate service, it's a primary service. I think that's what I'm really saying."

Malaspina captain Biagi, a native of Ketchikan, added that he can't remember a time as a child when the ferry system wasn't a part of his life. Biagi's father was a longtime watchman and deckhand on the ferry ships.

"I think if you talk to a lot of the locals you'd find out they kind of grew up on these ships," he said. "For me it was traveling to and from cross country meets and wrestling meets in high school. I was one of the kids you see running around the ships."

#### Journey to Juneau

From Petersburg it was an

overnight run to an 8 a.m. arrival at the cruise ship dock in down-town Juneau — the state ferries' traditional landing — to participate in the annual blessing of the fleet. The ferries now dock in Auke Bay.

Boats gathered in an intermittent rain and a crowd of several hundred filled the docks to hear bagpipes played and prayers held for those going out to sea. Each year mariners lost to

Each year mariners lost to the treachery of their profession are honored and the current maritime fleet harbored in Juneau is blessed with wishes of safe ocean travel.

As the people and boats began to disperse Biagi directed the once again at capacity ship out of the rain of Gastineau Channel and toward Tracy Arm Fjord a couple hours to the south.

The more distant Juneau became the more the clouds lifted. If Misty Fjords was spectacular as Biagi said—and it was — I won't bother trying to describe the views of Tracy Arm. Now it was time for the Juneauites to be restruck by a place many had seen before and is just beyond the capitol building's backdoor.

We spent a bit more than three hours in the 30-mile chasm. Much more and passengers might have begun complaining of stiff necks. One couldn't help but look up. Iceladen turquoise water gave way to sheer rock shores, in spots more than 2,000 feet up. tide exposes rock turned white, cobalt and gray- by leaching minerals set upon deep greens of clinging sea plants where water meets. Looking skyward a slate face is cut by braided water falling as quickly as it can to join its likeness below. Above, remaining spring snow and dark spruce fade into clouds.

Cliffs extending hundreds of feet below the shoreline allow small cruise, and on this day ferry captain to position their ships within a literal stone's-throw of shore — close enough to feel the spray from the larger waterfalls.

High concentrations of ice in the water kept the Malaspina's crew from taking us right up to Saywer Glacier at the head of Tracy Arm, but the KTOO crew set off once more in the rescue boat to gather footage and a chunk of glacier ice. The beach ball size-chunk of ice was chipped apart and served in drinks in the Malaspina's lounge.

The whales of Misty Fjords were replaced by black bears and mountain goats in Tracy Arm.

As we began the return-to-Juneau phase of our day, Juneau resident Mark Ridgway flew a kite of the stern of the ship in the cruising breeze.

"I love these boats. I think about my earliest memories are running around on them as a kid," Ridgway said.

My ferry trip ended that night when we docked in Juneau, but early May 5 the Malaspina, its crew and passengers set out to complete the Golden Voyage with a roundtrip to Haines and Skagway before returning to Auke Bay.

Knowing the Malaspina would be fresh off its revamp, and that the system's 25th anniversary was celebrated in 1988, AMHS personnel decided something had to be done to commemorate 50 years. Because ferry schedules are set a year in advance, coordinating the Golden Voyage had to be done well ahead of time.

"It slowly, over a year and a half ago, 'This is what we think we're going to do,' and we thought it would be a good idea to have this ship in particular, being the first mainliner running in 1963, on this Golden Voyage," Falvey said.

Later events are being finalized in Prince William Sound communities in August and in Bellingham, Wash. in September, he said. Sitka will be recognized on Alaska Day, Oct. 18. "It's as much a celebration of

"It's as much a celebration of the communities as it is about the ferries themselves," Falvey said.

Elwood Brehmer can be reached at elwood.brehmer@alaskajournal.com.



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12 PAGES

## Marine highway to see reduced service

#### Possible rate increases starting in 2014

By SCOTT BOWLEN
Daily News Staff Writer
Legislature-approved budget cuts to the
Alaska Marine Highway System will result in
some service reductions and other changes to state ferry operations during upcoming fiscal year that starts July 1 — including the potential for higher fares in early 2014.

The changes were outlined by AMHS Busi-ness Manager Dick Leary on Tuesday during the Alaska Marine Transportation Advisory

Board meeting in Juneau. Earlier this year, Alaska's Legislature ap-

proved a \$162.6 million budget for AMHS in Fiscal Year 2014, which starts July 1 and con-

The AMHS FY 2014 budget is \$4.3 million less than requested by Gov. Sean Parnell, and contains 2.2 percent fewer general fund dollars than the ferry system's current-year budget, according to AMHS information. The budget reduction came at an awkward

The budget reduction came at an awkward time for the ferry system, which had already developed its summer schedule for 2013 and has been selling tickets for those voyages. "The first step in the process was, well, we

aren't going to make any changes to the exist-ing schedules since we already had people booked for travel basically throughout the en-tire summer, said AMHS spokesperson Je-Woodrow.

remy Woodrow.

AMHS also didn't want to cut winter service levels, or leave any community without serv-ice, according to AMHS information.

"Our winter service runs are pretty much as low as we can get without making major im-

pacts to our communities," Woodrow said. "So we don't want to impact our winter service mainline runs either. So it pushed us ... into the shoulder season for 2014. Which is the springtime; April, May, June."

One of the service cuts will be to take the

ferry Taku off of the route between Prince Ru-pert and Juneau during the month of June 2014. The route will continue to have service from the ferry Matanuska.

That represents a substantial change from the June 2013 schedule, which has the Matanuska running two round trips between Ketchikan and Prince Rupert throughout the month. Beginning June 9, the Taku joins the Matanuska on the Prince Rupert route, raising the total trip count to four roundtrips per week between Ketchikan and Prince Rupert. Without the Taku in June 2014, Prince Ru-

pert will have service just twice per week dur-ing that month.

AMHS estimates that the change will pro-

duce a net savings of about \$1 million.

The ferry system also expects to save about \$825,000 by not operating the fast vehicle ferry Fairweather in Lynn Canal and Sitka from Feb. 27 through mid-May, 2014.

In addition, AMRS anticipates that moving the ferry Lituya from Metlakatla to its new ter-

minal at Annette Bay — potentially by July 1 of this year — will net about \$200,000 in sav-

Basing the Lituya in Annette Bay will reduce the one-way sailing time between Annette Is-land and Ketchikan from 1.5 hours to 45 minutes, saving fuel and shortening the crew day from 12 hours to about nine hours, according See 'Alaska Marine Highway System,' page 2

Continued from page 1

#### Alaska Marine Highway System

AMHS expects additional savings through a suite of measures not directly related to ferry operations.

These include ending the summer 'driver goes free" roundtrip program, and the 30-percent discounts for roundtrip voyages during the winter sea-

By removing those programs we are able to save some costs and be able to retain a level of service to communities," Woodrow said. Conversely, if AMHS kept the discount pro-

grams, it likely would have had to reduce service to communities further, he said.

I think people would be happy to know the ships would still be able to come on a set date rather than losing maybe a sailing a week," Woodrow said.

Finally, the marine highway system will change how it pays commissions on ferry travel booked by travel agents. Beginning next May, AMHS will end commissions paid for military travel, and for travel by Alaskan residents within the state.

Woodrow said there could be other changes ahead for the upcoming fiscal year.

"If someone can come up with other ways to save money ... that are reasonable and [doable], that's definitely something that the system will review and see if it's a possibility," Woodrow said. But right now, this is what we're going to implement unless there is something that will be better."

According to Leary's presentation Tuesday, AMHS is "actively looking at system-wide tariff re-

organization based upon equity and fairness in various route mileage categories.

The most recent general increase in ferry fares occurred in 2007, according to AMHS, which anticipates using a consultant regarding the fare structure and discussing the subject with the Marine Transportation Advisory Board before adjust the fare structure. The fare changes could occur by

early next year, according to AMHS.

Looking beyond fiscal year 2014, Woodrow said
AMHS will have a clearer picture of its budget situation when Parnell issues his proposed budget for FY 2015 late this fall.

He doesn't anticipate that the Taku would be kept out of service for the entire summer of 2014, however.

## KETCHIKAN DAILY NEWS



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12 PAGES

## State plans Tustumena replacement

KODIAK (AP) - The State of Alaska is planning to replace a ferry that serves Kodiak and south-west Alaska but has been out of service for repairs since November.

The 49-year-old vessel Tustumena had been scheduled to return to service in April but that

date was pushed back to July.
"If that boat gets seriously delayed, we really feel it's very important that we replace it as quickly as we can," marine highway system gen-eral manager John Falvey said.

Aging steel and wear-and-tear from North Pacific voyages have taken a toll on the Tustumena, known by some passengers as the "rusty Tusty," the Kodiak Daily Mirror reported. Falvey has laid out an aggressive replacement

schedule in which a committee would begin drafting plans and specifications for a new ship this fall.

Following research and public comments, con-struction could begin in 2015 if there is funding.

Falvey is considering a roughly 320-foot long replacement ship — bigger than the existing 296-foot Tustumena but smaller than the 382-foot Kennicott, which has picked up some of the Tustu-mena's workload but can't fit into some of its

The plan calls for using \$10 million from the state vessel replacement fund for design work.

The Tustumena was built in 1964 for about \$2.8 million. Originally designed as a 305-foot ship, it was shortened to 240 feet after costs escalated.

The shortened design, however, proved unstable in Gulf of Alaska storms and too small for demand. It was lengthened but entered dry dock less than a decade later when it was found the added size made it too weak to withstand storms.

Since then, the vessel has undergone repeated overhauls and refurbishments.

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## KETCHIKAN DAILY NEWS



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### Sally forth on a sunny Fourth



Police officer Devin Miller, left, acknowledges Kalyn and Captain Jurczak with a wave during the kids parade Thursday, part of Ketchikan's Fourth of July celebration.

#### Locals, visitors enjoy Alaska Marine Highway-themed event

By MARJORIE CLARK
Daily News Staff Writer
Tourists and locals alike poured onto the
streets and sidewalks Thursday to watch the parade and take part in Ketchikan's Fourth of July
Festivities.

Many people were dressed in festive red,
white and blue — complete with stunglasses and
sweaters prepared for whatever the weather
would bring. The stun shone bright most of the
day, complete with a breeze and clouds to keep
everyone from getting too warm.
"It's not too hot and it's not raining," said Ann
McKim, Chamber of Commerce board member.
"We could not have asked for better weather.
McKim said she was pleased with the turnout.
The crowd had good energy and a lot of people
showed up, she said.
This year McKim and her daughter walked
with the Studio Max group, who danced and
cheered their way through the parade route,
causing them to win the Spirit of Ketchikan
award for most artistic and talented.
The VPW float won the award for most patriotic. It featured veterans from numerous conflicts, including Vietnam, Korea, Desert Storm,
World War II, Iraq and Afghanistan. When the
float passed the announcer's booth, a loud cheer
erupted from the crowd.

The theme of the parade was 'H2O. The Highway to Our Hutre,' in clebration of the 50th

float passed the announcer's booth, a loud cheer erupted from the crowd.

The theme of the parade was "H2O. The Highway to Our Future," in celebration of the 50th anniversary of the Alaska Marine Highway System. The AMHS float featured a replica of the FV Fairweather, and was towed by an AMHS boom truck. Fittingly, it won the award for the entry that most closely resembled the theme of the parade.

The parade's grand marshals were former Gov. Frank Murkowski and his wife, Nancy, Murkowski was instrumental in bringing the headquarters of the AMHS from Juneau to Ketchikan while he was governor. They rode fifth in the parade and received many cheers from the crowd.

Judy Meiresonne, 10, marched in the parade with the Ketchikan Killer Whales Swim Club. She said her favorite part of walking in the parade was when they reached the announcer's booth and "yelled really loud and cheered".





Above, children scramble for treats during the Fourth of July parade Thursday on Front Street.

At left, former Alaska Governor Frank Murkowski and his wife, Nancy, were the grand marshals at this year's Fourth of July parade.

Staff photos by Hall Anderson

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#### - 50th ANNIVERSARY -



With a lollypop in his mouth, Boe Rogers walks in front of a trolley carrying his Ketchikan High School Class of 1963 schoolmates during their 50th reunion.

Staff photo by Hall And







Below, from left: Rose Daniels as the Taku, Anneliese Hiatt as the Malaspina and Genevieve Hiatt as the Columbia help celebrate the 50th banniversary of the Alaska Marine Highway System in the kids parade.





Carver Nathan Jackson sits below the Front Street eagle on Thursday while waiting for the parade. Jackson carved the eagle for the City of Ketchikan

Above, Tim Flanery waves a Haida lovebirds flag designed by Robert Davidson during the parade Thurs-

Flanery is part of a Cape Fox and Haida Descendant Dancers group that danced together during the pa-

Staff photo by Hall Ander

#### Celebrations-

Continued from page 1

dents.

"It was very similar. We are glad we came through today," Richard Stelzer said. "We enjoyed it very much."

Members of the Ketchikan Youth Court were selected as judges for the floats. Christopher Brown, Trevor Shaw and Nolan Meyer took the seats of honor with a bird's-eye view of the spectacle to mark their tallies and declare which floats would be honored.

The First City Rotary held its annual rubber duck race on Ketchikan Creek again this year drawing a large crowd of locals to cheer on the floating.

again this year, drawing a large crowd of locals to cheer on the floating ducks. The grand prize winner of \$2,500 was Adam Archibald. Other win-ners included Larry Richards, who won \$1,500, and Samantha Anderson, who won \$1,000. Additional winners will be announced next week.



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#### 16 INDEPENDENCE DAY SCRAPBOOK

Wednesday, July 10, 2013 KETCHIKAN DAILY NEWS







Upper left, incoming Ketchikan High School senior Alexis Morrison, center, waves to the crowd as Class of 2014 rides on its float, "Let Freedom Rave," in Thursday Fourth of July parade.

Above, Bianca Jurczak has a leash on her great dane, Ruby Doo, during the children's parade.

At left, Linda Robinson from Rendezvous Senior Day Services, carries her mascot, Pepsi, during the Fourth of July parade.

Below: Russell Daniels, 6, foreground, and his twin brother, Peter Daniels, left, were Alaska Marine Highway skippers as part of a children's parade ensemble featuring Genevieve Hiatt as the Columbia, Anneliese Hiatt as the Malaspina, Rose Daniels as the Taku and Marcus and Ella Stockhausen as buoys.

This year's parade theme celebrated 50 years of the Alaska Marine Highway System. The ferry system's office in Ketchikan, with its replica of the ferry Fairweather, below right, took top honors in keeping with that theme.

Staff photos by Hall Anderson







At left, Rainy Richey dances to the bluegrass music performed by Bob Bloom, Terry O'Hara, Dave Rubin and Tom LeCompte near the root beer float stand Thursday on the Fourth of July.

Below, Greater Ketchikan Chamber of Commerce Citizens of the Year, Connie and Jim Wingren, dressed as Auntie and Uncle Sam, enjoyed their skiff ride through town during this year's main parade.



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- 50th ANNIVERSARY -

Monday, Sept. 9, 2013 KETCHIKAN DAILY NEWS

### ALASKA

## Tustumena return delayed once more

KODIAK (AP) — The state ferry Tustumena's return to service has been delayed once again.

Kodiak Island Borough Mayor Jerome Selby said Thursday that the ferry will remain out of service until at least mid-October, the fifth delay since the ferry entered drydock for repairs last November.

"We will continue to have service from the Kennicott," Selby said, hoping to alleviate concerns of residents that Kodiak Island will lose all connections to the mainland.

Selby received the news in an email from Alaska Department of Transportation Commissioner Pat Kemp, the Kodiak Daily Mirror reported. Kemp's email said Coast Guard inspectors found that steel plating put on the ship at Seward Ship's Drydock was too thin, according to Coast Guard inspectors, and that plating will be to be cut out and replaced with thicker material. This is the fifth time the state has announced

This is the fifth time the state has announced the delay of the Tustumena's return to service since it went into the Seward drydock for repairs last November, for what was to have been a sixmonth stay.

month stay.

Seward Ship's Drydock began incurring liquidated damages July 12 at \$20,000 a day, but there is a cap on total damages at \$600,000.

"Regardless the Shipyard is still under contract to deliver the vessel on time. The exact amount that the shipyard will be responsible for won't be known until after the project is complete and all work orders have been submitted by the shipyard and reviewed by AMHS [Alaska Marine Highway System],\* said transportation department spokesman Jeremy Woodrow in an email to The Associated Press.

The delays were necessary when extensive corrosion was found on the ship and had to be corrected, the Daily Mirror reported. Then, Coast Guard inspectors found faulty welds throughout the ferry.

The lack of a dedicated ferry for Kodiak has played havoc with this year's tourist season. The state has sent the ferry Kennicott to pick up the slack, but the ferry schedule has been erratic.

SECTION

**Sept. 21-22, 2013** 

KETCHIKAN DAILY NEWS

## WATERFRONT

ANNETTE BAY TERMINAL



The Alaska Marine Highway System ferry Lituya is shown moored on July 29 at the new Annette Bay terminal at the end of Walden Point Road on Annette Island. The terminal building can be seen behind the ferry.

Staff photo by Hall Anderson

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SATURDAY/SUNDAY, SEPT. 28-29, 2013

36 PAGES

### House's Pruitt gives Ketchikan an outsider's view



Lance Pruitt

By NICK BOWMAN Daily News Staff Writer

Daily News Staff Writer
House Majority Leader Lance Pruitt made his
first visit to Ketchikan this week.
The two-term representative from Anchorage
toured the Ketchikan Shipyard, OceansAlaska
and the Southern Southeast Technical Education Center and talked with members of the Greater

Ketchikan Chamber of Commerce.
Pruitt started his Chamber talk on Wednesday
with an outsider's view of Ketchikan.

with an outsider's view of Ketchikan.

'I think the image for a lot of people of Ketchikan is that it's a past town," he said. 'I think there are some people who don't know the area here think that Ketchikan is more of a community that had logging, logging went away and now there's not much there. It's a past place.'

He compared the First City to Unalaska,

where he traveled in his frem in Juneau after being elected in 2010. He said he thought Unalaskans "take care of a few crab out there, maybe a little bit of fish," but found that "there's a lot going on" when he toured the town.

Ketchikan surprised him too, he said. He men-

Keichikan surprised him too, he said. He mentioned the shipyard, saying that it was the "proper way to spend state money" because it "established a foothold" and paved the way for industry to move into town. He also brought up the Ketchikan Indian Community's technical education center, which he said was taking a "proactive approach" by working to bolster Ketchikan's workforce. He touched on the Alaska Marine Highway System after his talk to the Chamber. Pruitt cut a different tone from others in the Rail Belt, saying that the marine highway is just like any other

stretch of roadwork in the state.
"It's a highway," he said. "That's a key piece that has to be communicated to all lawmakers. We're talking about a highway."
He said Alaska pays to maintain its infrastructure, and should similarly maintain the marine lateropays."

ture, and should similarly maintain the marine highway.

It wasn't long into his speech to Chamber members before Pruitt turned back to Juneau and the challenges looming there.

"The first one — a really big one — is our budget," he said. "We are coming across a time where we've had growth from anywhere between 5 to 8 percent per year in our budgets here in the state. Over the next coming years we're going to see a retraction."

Any decisions made in Juneau during the next few legislative sessions weren't "punitive ... in

any sort of way, shape or form," said Alaska's second-youngest representative. Spending cuts are part of an effort to change worrying trends about the fiscal future of the state.

Referring to fiscal projections, Pruitt said "it's stated that if we don't get some sort of control over our spending, by 2023 we'll have taken all of our savings. We'll be somewhere in the vicinity of \$7 billion short per year. That's not a positive direction."

About 90 percent of the state's budget flows down a pipelline from the North Slope, and to

About 90 percent or the state's budget flows down a pipeline from the North Slope, and to make sure the pipeline stayed busy. Pruitt, whose mother worked for BP, said the Legislature had to change the current tax structure. Alaska's Clear and Equitable Share, the tax structure supported by former Gov. Sarah Palin See 'Pruitt,' page A-3

Continued from page A-1

Pruitt

and recently replaced by Senate Bill 21, wasn't intended to be punitive, he said, but it didn't do enough to address the decline in oil production.

"We need to increase throughput because a barrel of oil in the ground is like a tree in the Tongass," he said to a quiet room. "If you don't have access to it you can't utilize it. That oil in the ground, we need to make sure that we're pulling it out for the benefit of

Alaskans."

While many defenders of SB 21 have cautioned not to expect revenues to rise quickly for the state - a call Pruitt echoed on Wednesday - the majority leader said the state will see growth in the North Slope support industry because of a 10 percent manufacturing tax credit included in the law. He said people could expect to see more jobs in the support sector as early as next year.

Beyond oil legislation, which voters will consider in the 2014 election when a referendum appears on the ballot, what's next for the Legislature? Gas, workman's compensation and domestic violence and sex

Pruitt had little to say about gas beyond that Gov. Sean Parnell and his administration have been involved in discussions about the current structure.

"I expect that we'll spend a lot of time on that," he said.

But he did dwell on workman's compensation and

Alaska's sex crimes laws. Pruitt said Alaska is 50th in the nation for the cost of workman's compensation, costing employers \$3 for every \$100 of payroll.

He said during the talk that there's "no state that's even close to that," but the Oregon Department of Consumer and Business Services released a report that showed Connecticut, the second most-expensive state for worker's compensation, required \$2.99 per \$100 of payroll.

That report was based on rates in effect beginning Jan. 1, 2012.

"We are just completely out of line," he said, adding that residents can expect it to come up during session in the near future.

As for domestic violence and sex crimes, Pruitt said that the state is "known outside of Alaska as the No. 1 place to go if you're a sex offender.

'I couldn't figure out why that was the case," he said. "That just kind of disturbed me."

It comes down to how easy it is for offenders in the Lower 48 to move to Alaska and disappear into the woodwork

'While I recognize that there's an opportunity for people to start again, I don't believe it should come at potentially negative consequences to us," he said.

The controversial Pebble Mine arose in questions from the audience. Len Laurance asked Pruitt what he believed the future of the project will be.

Northern Dynasty is still pursuing it, he said, while Anglo American is going to take a \$300 million penalty for withdrawing from the project after invest-ing \$581 million. The Pebble Mine project will announce layoffs in the next week, he said.

"I think, if anything, what this says is not necessarily what the future of Pebble is, but what the future of bringing outside investment into Alaska is," he said. 'If a company is willing to step away from almost \$1 billion invested in our state because they recognize the barriers are there to keep them from entering, we have to really question, 'What did we do wrong?'

He added that the Environmental Protection

Agency acted prematurely when it came down on the Pebble project for potential environmental damage. Pruitt said the EPA was against the mine before a project was on the table.

Pebble Mine sets a bad precedent, he said, "I'm quite disappointed that we ended up at this stage.

In a lighter moment, Terry Wanzer, co-owner of The Landing, asked Pruitt what he thought the Mat-Su Borough should do with the Susitna ferry, currently docked in Ward Cove.

Pruitt said areas experiencing substantial growth often make mistakes "in growing up."

"For now, what I would do if I were you is just keep taking their money," he said.

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- 50th ANNIVERSARY -

SECTION

Oct. 5-6, 2013

KETCHIKAN DAILY NEWS

## WATERFRONT

#### A CLASSIC AT REST



The Alaska Marine Highway System ferry Matanuska can be seen moored at Berth 3 in downtown Ketchikan, where the ferry entered its winter layup on Monday. According to AMHS, the Matanuska is scheduled to start its annual overhaul period on Jan. 4, and is expected to return to service on March 2.

Staff photo by Hall Anderson

- 50th ANNIVERSARY -

## KETCHIKAN DAILY NEWS

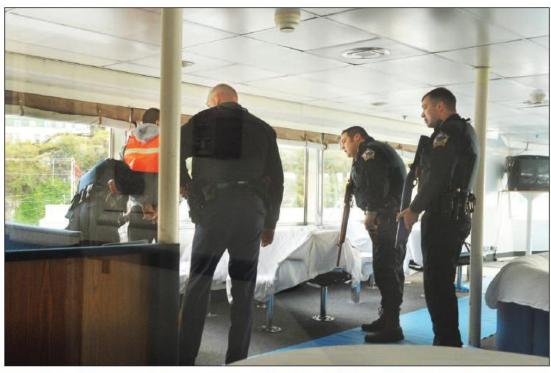


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12 PAGES

### TRAINING DAY

The Matanuska hosts first-of-its-kind active shooter drill



Alaska State Trooper John Brown handcuffs a suspect — played by Sgt. Greg Garcia — on the Matanuska Thursday morning during a drill simulating a shooting event. Other troopers participating in the drill, from left: Gary Webb, James Kimura and Scott Carson.

#### Ferry workers, police, troopers, fire department, Coast Guard participate

By ANDREW SHEELER

Daily News Staff Writer
The Alaska Marine Highway System made national history in
Ketchikan on Thursday, when it
hosted the first-of-its-kind active
shooter drill on board the ferry Matanuska.

Event organizers said it was the first time such a drill was conducted on a U.S. ferry.

on a U.S. ferry.

Despite the grim purpose of the exercise, spirits were high Thursday morning, as AMHS employees mingled in the Matanuska cafeteria with members of the U.S. Coast Guard, Ketchikan Police Department, and Aleka State Troopers over coffee and Alaska State Troopers over coffee and pastries. The weather was clear, the waters were calm, and history was about to be made.

Capt. Brian Flory, master of the Matanuska, opened up the pre-exer-cise discussion by thanking all the participating agencies and members. "You're key players and we really need you here," he said.

Some participants, many of whom were Coast Guard, would be portray-ing civilian passengers on board the ferry. Others, mostly KPD and troop-ers, would act in the role of emergency responders. Ferry employees



The U.S. Coast Guard's Jim Peterson plays a shooting victim on the Matanuska Thursday morning. Staff photo by Hall Anderson

largely would play the role of them-selves, acting to shepherd passengers to safety and stay safe themselves. "Good or bad, I'm sure we're going

to take away something of value, Flory said.

The exercise premise was simple: Trooper Sgt. Greg Garcia would play the active shooter, the perpetrator of a domestic violence incident who started shooting at passengers and crew members, necessitating a law

enforcement response.

"He's going to be playing the bad guy, so make sure you beat him up and not us," Trooper Sgt. Gary Webb joked during the scenario explana-

In truth, neither Garcia nor re-sponding law enforcement were armed for the exercise. As a safety precaution, all weapons and live ammunition rounds were stored before the exercise "so nobody gets so emotionally involved in the exercise that they resort to their training," Webb said.

Instead, everybody would use plas-tic guns. To further ensure exercise safety, Webb advised participants of a safe-word, 'red,' that could be used to halt the drill in the event of an actual emergency.

Before the exercise kicked off,

AMHS General Manager John Falvey offered participants some words of encouragement, saying active shooter drills would have to become part of the system's regular safety training rotation.

"We don't like to have to do this kind of drilling, but it's important," he said.

Not everybody on board was an ex-ercise participant. Tom Gemmell, See 'Training,' page 3

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- 50th ANNIVERSARY -

Monday, Oct. 14, 2013 KETCHIKAN DAILY NEWS

### LOCAL/



Mauricio Yadao, chief purser on the Matanuska, makes an emergency call Thursday during a drill for a female shooting victim, seen in background.

#### Training

Continued from page 1

Drew Green and Rick Erickson of Alaska Steamship Response were contracted by the AMHS to evaluate ferry employees' response to the simulated shooting. Butch Miller, chief of security for the ferry system and the event's organizer, also was on hand to supervise.

In the final minutes before the drill began, the "victims" gathered at the purser's counter to receive their prosthetic gunshot wounds.

At 9:10 a.m., the exercise began when Debby Ward, Matanuska chief purser, called the police to report the

shooting.

"Presently, we have a person loose on the ship with a weapon," a voice on the ferry's loudspeaker said. The shooter, played by Garcia, moved through the ship, at one point approaching the bridge, before settling into the children's play area section of the forward observation lounge. The voice spoke over the intercom several more times during the ensuing minutes. At one point, they addressed the shooter, Garcia's character, by name.

"Stan if you're listening, we know who you are" the

"Stan, if you're listening, we know who you are," the voice said.

Law enforcement was carried to the boat by a U.S. Coast Guard vessel, boarding on the starboard, stern side of the ferry.

By 9:28 a.m., it was over. Law enforcement, mostly troopers, stormed the lounge and apprehended the shooter. As Garcia was led away in handcuffs, ferry em-ployees continued with the drill by tending to the wounded and attempting to get them to safety. The "dead" were covered in sheets.

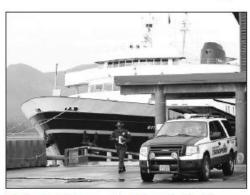
After the exercise, it was time for debriefing. Actors, crew members and responders gathered in diferent parts of the ferry to "hotwash," Falvey said, lifting a military term to describe the process.

Though responders, who debriefed in the Matanuska's

cocktail lounge, were unanimous in describing the exercise process as smooth, many concerns were raised from

One concern was how vulnerable the ferry bridge is in the event of an active shooter. If the ferry were to slow down or even drop anchor in order to make it easier for law enforcement to board, the shooter could be alerted and target the bridge.

Garcia raised another concern: "Auditory exclusion." When a person is intently focused on something shooting up a ferry, fleeing for safety, tracking down a it's common to tune sound out. Though it was shooter just a drill, Garcia said he was hyper-focused on playing



Alaska State Troopers Capt. Tony April walks away from the Matanuska on Berth 3 Thursday.

Staff photo by Hall Anderson

the role of shooter and he had a hard time hearing the intercom alerts.

Webb and other law enforcement responders reported likewise difficulties. In the event of a shooting, they suggested that intercom announcements play more than once to increase the chance of getting panicked passengers to pay attention. Law enforcement also suggested adapting some sort of visual cue or taking other steps to account for hearing impaired passengers and passengers who do not hear the alerts.

Garcia also cautioned ferry staff not to expect the mass shooter to act wild or irrational. Instead, he or she would most likely be "kind of robotic, calm, methodical," he said.

The subject of arming crew members was broached. However, besides a small storage locker below decks for walk-on passengers to keep their firearms, or weapons stored in locked vehicles on the car deck, there are no weapons allowed on board AMHS ferries.

Though the first-time event exposed a number of poten-tial areas of weakness in the AMHS active-shooter response, Falvey called the exercise a success. He said it had the potential to change ferry system policy.

"I think we'll have some very good lessons learned," he said

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- 50th ANNIVERSARY -

SECTION

## EDUCATI**®**N

## Students get hands-on with trades

#### Attendees try their hand at maritime and construction work

Daily News Staff Writer

Ketchikan Shipyard and Drydock served as the host on Monday for more than 200 high school students while they explored maritime and construction ca-

Students from Klawock, Wrangell, Metlakatla, Petersburg, Hydaburg, Ketchikan and Prince of Wales Island took part in the first-ever Southeast Alaska Construction Career Day to take place in a work site.

Representatives from Alaska Department of Transportation, the Alaska Marine Highway System and University of Alaska Southeast, among others, were on site to provide information and hands-on experience to the students. Norma Lucero, the support services coordinator for the DOT Civil Rights Office, said the turnout and enthusiasm showed by the students was a good sign.

"I think the enthusiasm and the commitment that the students are displaying while engaging with the vendors tells a lot about the success about the day," Lucero said. "I definitely think this is our home run event."

DOT sponsors similar events in Anchorage for the Palmer and Mat-Su school districts, but they are not held at a work site, Lucero said.

"This is the first in the nation to be held at a work site," she said.

She said one of the logistical issues they had was getting students from the

surrounding islands to Ketchikan for the event. According to Lucero, DOT and AMHS helped to subsidize the ferry fees and transportation costs so more stu-dents would be able to attend.

Lucero said the event was funded by a grant from the Federal Highways Association.

Mike Cleary, a shop teacher at Klawock School, came to see the upgraded shipyard and talk to supervisors about their programs and specifications. Prince of Wales Island is in the process of building a vocational and technical education center, and Cleary wanted to be sure their education programs would be in line with the shipyard's hiring standards.

"We want to make sure our graduates are eligible, so if they want to get a job here, they are already familiar with the tools and processes and it's a smooth transition," Cleary said.

Capt. John Falvey, general manager of AMHS, told students they would see a cross-section of maritime and construction jobs at the fair, and he hoped they would be inspired to make decisions about their futures.

"The job market is always challenging," Falvey said. "It's tough and it takes preparation. This career fair is an advantage for you, so you can see what is

Each student was allowed hand-on experience in the welding, electrical and steel shops. Some students prefered to observe, but those who wanted to were able to light welding torches, cut metal and seal joints. Some students tried their hand at wiring three-way switches, and bending metal conduit. Most of the students took a ride 80 feet in the air on the man-lift.

Kayhi sophomore Raymond Boule said he liked seeing the electrical circuit and that wiring the three way expired was interesting apound to make him work.

and that wiring the three-way switch was interesting enough to make him want to look into electrical work a little more.

Many students took the opportunity to talk to shipyard employees, such as Reese Anderson who graduated from Kayhi in 2011. Anderson was hired at the shipyard through the electrical apprentice program at Kayhi and is working to-

ward becoming an electrician.

Vigor Alaska Welding Department Supervisor Jason Buckmaster was willing and eager to talk with students about selecting and working toward a career

"What is your 'Great Gatsby?'" Buckmaster said. "What is your American dream? You should start trying to figure that out now instead of waiting until your senior year.

When one student said using the welding torch was "scary," Buckmaster took

the opportunity to pass along some perspective.

"It's your future and it's your life," he said. "Don't every let something that's intimidating keep you from trying. There are so many opportunities. If something's intimidating, don't let it be, because it will keep you from doing great

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Above, high school students from Ketchikan, Metlakatla, Prince of Wales Island and Wrangell gathered at the Ketchikan Shipyard on Monday for the Southeast Alaska Construction Career Day. The career fair was organized by the Alaska Department of Transportation and gave students a look at several trade-skill jobs available in Southeast Alaska. Below, teacher Mark Woodward, left, and Ketchikan High School sophomore Cassee Rasler watch as Ketchikan Shipyard crews give students a ride on heavy equip-



- 50th ANNIVERSARY -

### Colleges fair gives opportunity to talk in person



From left, Alexandra Lindsey, 17, and William Gethrie, 18, talk with University of Alaska Southeast representative Chris Phillips during the career fair at Ketchikan High School. Lindsey and Gethrie both said they're interested in military service beginning with an ROTC program in college. Staff photo by Nick Bo

By MARJORIE CLARK

Daily News Staff Writer High school students from all over Southeast Alaska met up on Tuesday in Ketchikan High School's Clarke Cochrane Gymna-

sium to explore more than 40 different college, military and vo-

cational programs.

During the first half of the day, Kayhi seniors and students from the other schools had run the of the gym, exploring colleges and asking questions about admissions and financial aid. After lunch, Kayhi's underclassmen were given access to explore their options.

Each of the students was given a list of questions to help guide the conversation, but after talking to a few people they didn't need the list anymore, said Natasha O'Brien, a Kayhi counselor. She said the college fair is an asset to the students because of the amount of admissions information available to them.

"The people who are here are the admissions deans or the assistant admissions deans, so they are the people who are reading the applications and making decisions," O'Brien said. "Being able to talk to them face-to-face is a huge benefit."

Representatives of universities from Alaska, Washington, Ore-gon, California, Idaho, Arizona and Colorado were in attendance, as well as multiple vocational programs and military recruiters. O'Brien said one of the benefits was the wide variety of programs the students had access to.

She said having the fair helps students realize that college is a realistic endeavor.

"It is helpful, especially if they spend any time talking to the reps," she said. "It helps them figure out what they need to do

and what classes they need to be taking. And also they learn when they need to be filling out applications and paperwork."

Colton Paulson, a senior at Kayhi, said he is hoping to get a baseball scholarship, but if he doesn't, he wants to go to Arizona

"I love the school," he said. "I went there this summer and it was a cool campus. And it's a good school. It would be awesome

to go there."

Craig High School senior Erin Weaver said she is unsure what school she wants to attend post-high school, but that she is look-ing for a health and dental assisting program. "There are some schools I was looking at in Oregon," Weaver

said. "I like having all the information so I can set it out and look at it all and make a decision."

Kayhi counselor Robert McClory said that after the fair, stu-

dents turn in an evaluation form that helps him learn how help-

ful the college fair was.
"For the kids that turn in the form, about 80 percent to 90 percent say they either learned something new that will help or in-fluence their decision," McClory said. "That's a pretty good

Marc McGee, director of admissions and enrollment services at the California Maritime Academy, said the opportunity for stu-dents to connect and have a conversation with university personnel has an impact on college decisions.

"There is such a distance, whether its real or imagined, with the Lower 48," McGee said. "You think with the Internet they're looking all over the place but they're not." mclark@ketchikandailynews.com

Saturday/Sunday, Oct. 19-20, 2013 KETCHIKAN DAILY NEWS

#### EDITORIAL —

## Career day

Ketchikan is on the cutting edge.

This week Vigor Alaska opened the Ketchikan shipyard to the first-ever Southeast Alaska Construction Career Day; the first in the nation to be held at a construction site.

About 200 high school students from throughout the southern part of the region attended, all outfitted with hard hats and safety vests, and at times all lined up in rows of chairs as if in a classroom. A classroom it was, but a classroom created for the occasion at an actual business.

This might have been the most important opportunity the students experienced in their high-school careers, getting a glimpse in person at the possible lines of construction-related employment. It was no longer in their imaginations; it was putting a hand on construction tools and using them - lighting welding torches, cutting metal, sealing joints, wiring switches.

The experience focused on maritime and construction jobs the type of work likely to be available in Ketchikan and the region for some time. And, if not here, elsewhere. In particular, construction skills are sought throughout the state, the nation, and the world. One thing or another always has to be built or rebuilt.

The career day also provided teachers throughout the region with the chance to see the shipyard and perhaps other possible places of employment and talk with business owners and operators. It is important that school districts tailor their workforce training to what the businesses and industry need.

The relationship between the schools and businesses like Vigor Alaska is vital for both. The schools see their students succeed, the students find themselves employable in jobs they want, and businesses have a source of future employees trained how they recommend.

It means young people who want to stay and work in Southeast can, and it saves employers the expense of importing people who might or might turn out to like it in Ketchikan.

A Federal Highway Association grant paid for the event, but the state Department of Transportation, the Alaska Marine Highway System and the University of Alaska should be commended for joining forces in providing the career day here. AMHS even helped out with transporting students from out to town to the event, enabling greater attendance.

This is an exemplary example of the government and private enterprise working together to build Alaska. This is preparing for the future of the state and its young people.

Ketchikan is proud to have been involved.

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- 50th ANNIVERSARY -

Wednesday, Oct. 23, 2013 KETCHIKAN DAILY NEWS

## LOCAL/ALASKA



Tustumena engineer Walt Dauderis, left, explains the workings of the ferry's engine room to KMXT-FM radio reporter Brianna Gibbs as Tustumena's working captain John Mayer, right, stands by on Monday in Kodiak. The state ferry was out of commission for 11 months while in drydock.

AP Photo/Kodiak Daily Mirror, James Brooks

## Tustumena back in action

KODIAK (AP) — A state ferry out of commission for 11 months is back in service.

The Alaska Marine Highway System says in a release that the Tustumena returned to service Sunday.

It's scheduled to provide service this fall to Homer, Seldovia, Port Lions, Ouzinkie and Kodiak. Next spring, it will resume twice monthly service to Aleutian Islands communities.

The Tustumena went into drydock in November for six

months of work, but the return was delayed until early this summer after corrosion was found.

The delay became even longer after welds on the ship failed Coast Guard tests.

After the welds were replaced, a later Coast Guard inspection found that the steel used in the project was too thin, requiring replacement.

The state says replacing the Tustumena is its No. 1 construction priority.

- 50th ANNIVERSARY -

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## HOMER NEWS

### Finally, Tustumena returns to service

Posted: October 23, 2013 - 2:26pm



Homer News file photo

The M/V Tustumena comes into Homer after spending the day in Seldovia in this 2010 file photo. After almost a year of undergoing repairs, the much loved ferry returned to service this week.

#### By McKibben Jackinsky

Staff writer

After a much longer-than-expected absence, the M/V Tustumena was back on its route Sunday, providing service through the fall and winter to Homer, Seldovia, Port Lions, Ouzinkie and Kodiak, according to a press release issued by the Alaska Department of Transportation and Public Facilities.

The 296-foot vessel, built in 1964, will resume twice-per-month service to the Aleutian Chain in the spring. It has a 174-passenger capacity and is able to haul 36 vehicles and 12 vans.

"The Tustumena is in the best shape that it has been for many years and will be very capable of providing safe and reliable service to the communities of Southwest Alaska and the Aleutian Chain," said Capt. John Falvey, general manager of the Alaska Marine Highway System.

The ship's absence created a hardship for Seldovia, a community of about 500 residents accessible only by air or water.

"We're just happy that its back in the water and can transport people and supplies safely," said Seldovia City Manager Tim Dillon. "This isn't the answer, though. We need to look at it long-term. We just got done celebrating 50 years of ferry service. We need to look at the next 50 years and make adjustments necessary to continue going in the right direction with the ferry system."

A barge helped transport freight between Seldovia and Homer during the Tustumena's absence. The Seldovia Bay Ferry's Kachemak Voyager, an 83-foot, 150-passenger vessel owned by Seldovia Village Tribe that offers summertime transportation for people and light freight between Homer and Seldovia, extended its season to help fill the gap. It wrapped up its service for the year with a "Local's Day" on Oct. 18.

#### - 50th ANNIVERSARY -

"This is certainly a welcome relief. It's our highway, our connection to Homer and a critical link for businesses and residents here," said Ian McGaughey, public affairs spokesperson for Seldovia Village Tribe and president of the Seldovia Chamber of Commerce. "We're very, very happy to have it back. It's been a trying experience for everyone. (DOT&PF) Commissioner Pat Kemp and his team were dedicated to returning a safe ship back to service and that's what they did."

The Tustumena began a capital improvement project at the Seward Shipyard on Nov. 1, 2012, with a scheduled return-to-service date of April 17.

"Due, in part, to unexpected discovery items, specifically steel work, two project extensions were conveyed to the Seward Shipyard," according to a press released issued by DOT&PF on Monday. "Further delays ensued at the shipyard and the vessel's return to service was postponed indefinitely until the necessary repairs could be completed and met U.S. Coast Guard regulations."

The repairs make it possible for the ship to continue serving Alaska's southcentral and southwest communities while the design and construction of a replacement vessel takes place.

Reservations on the Tustumena can be made in advance online at FerryAlaska.com, by calling 1-800-642-0066 or by terminal staff. Advance reservations help guarantee available space for passengers and vehicles.

Fare information is available online or from reservation agents.

McKibben Jackinsky can be reached at mckibben.jackinsky@homernews.com.

- 50th ANNIVERSARY -

## The Seattle Times

Winner of Nine Pulitzer Prizes

September 11, 2013 at 5:07 PM

## Bellingham hosting a party for Alaska ferry

Posted by Kristin Jackson

Share:



If you've been around Seattle for a while, you may remember the Alaska ferry that used to sail from the downtown waterfront on a dayslong voyage to Ketchikan, Juneau and other Southeast Alaska communities. Maybe you were lucky enough to sail away on the ferry, waving goodbye to the Seattle high-rises and heading for the wilderness beauty of the B.C. and Alaska coasts. You could sleep in little staterooms or pitch a tent on the deck and meet all kinds of people from all around the world. Its sailings were a modern link with the long Seattle-Alaska seagoing history.



An Alaska ferry is moored at Bellingham. (Port of Bellingham photo.)

Like me, maybe you still miss the Alaska ferry,

which Bellingham lured away in 1989, persuading it to base there instead of in Seattle. But you still could join a party that the Port of Bellingham and the <u>Alaska Marine Highway System</u> are throwing on Saturday, Sept. 14, to celebrate the 50th anniversary of Alaska's ferry system, which is a seagoing lifeline for remote communities.

The Bellingham-Alaska ferry, the MV Kennicott, will be open to the public at the Bellingham Ferry Terminal on Saturday (bring photo ID to board the vessel) from 10 a.m. to 3.30 p.m.; check out the bridge, the public rooms and more. There also will be a travel show with visitors' bureaus from Southeast Alaska - so you can plan an Alaska trip or at least daydream about one - plus live music, activities for kids (they can build their own little ferry boats), and, at the end of the day, a birthday cake. Get details at the Port of Bellingham website.

But I still wish it sailed from Seattle

- 50th ANNIVERSARY -



### Alaska's fast ferries getting new engines installed

By Matt Miller

Posted on October 16, 2013 at 7:44 am

Category: Community, Economy, Featured News, Government,

Southeast News, State Government, Transportation

Estimated reading time: 6 minutes, 8 seconds

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2

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The fast ferry Fairweather is leaving Juneau's Auke Bay as soon as Thursday for its trip down to a Seattle shipyard. When it returns to Alaska next spring, it will feature a completely new power plant.

The deteriorating engines that were the subject of the State of Alaska's long-running lawsuit with the engine manufacturer will be swapped out. Then, its sister ship Chenega will go through an identical refit next year.



Alaska Marine Highway System's Fast Vehicle Ferry Fairweather. Photo by Skip Gray/KTOO

It's still unclear what caused the rapid deterioration of the current engines that powered the fast ferries' water jet drives. State attorneys filed suit alleging that German engine manufacturer MTU Friedrichshafen and MTU Detroit Diesel provided defective engines or recommended the wrong type of coolant. Or perhaps, as MTU suggested, it was the Alaska climate or ferry crews driving the vessels too hard.



New engines for Fairweather and Chenega Matt Miller/KTOO News

- 50th ANNIVERSARY -

"We've had experts, metallurgists, and consultants. And, of course, MTU has equal talent," said Alaska Marine Highway System General Manager John Falvey. "There (were) a lot of different thoughts on what could have happened."

The ferries were barely five years old and Falvey said the engines were, unfortunately, already reaching their end of their operating life because of progressive erosion and corrosion. Falvey said they repeatedly bored out the cylinders and inserted interstital rings to keep the engines running.



One of four diesel engines inside the engine room of the fast ferry Fairweather. Photo by Skip Gray/KTOO



When you consider the cylinder, which is all part of the metal block of the engine, and that cylinder starts to erode and corrode, what you get into is a situation where you got to be very careful that the engine is safe to operate. The last thing you want to do is bore those engines too much where the cylinder becomes fragile and the piston comes out the side of it."

East coast ship-builder Derecktor Shipyards dropped out of the lawsuit when the company declared bankruptcy.

- 50th ANNIVERSARY -





Serving Indian, Bird, Girdwood, Portage, Whittier, Hope, Cooper Landing & Moose Pass

October 3, 201

# Ramp failure halts Whittier ferry service

By Ken Smith Turnagain Times

A temporary fix could allow ferry service to restart in mid-October or early November in Whittier.

Since Aug. 30, the Alaska Marine Highway stopped its ferry service to Whittier due to a mechanical failure of the dock's ramp. The Chenega fast ferry that serves the communities of Prince William Sound has been rerouted and continues operations between Cordova and Valdez.

The Whittier dock is fitted with a specialized floating ramp that accommodates the unique design of the catama-

Continued from page 1

near the end of the fishing season, leaving travelers from Valdez and Cordova scrambling for an alternative route back to Anchorage or other destination points from Whittier. The city is only about 60 miles from Anchorage compared to Valdez, which is a little over 300 miles away.

"What's going on with the ramp is that we had a contractor doing electrical work on it and that led to major meran-style hull of the Chenega as well as accommodating the mono-hull Aurora ferry, which stopped running to Whittier Aug. 16.

"An electrician worked on electrical wiring that had a failure that turned into a mechanical failure," said Jeremy Woodrow, communications director for the Alaska Department of Transportation. "One item led to another item breaking down. It's going to be out for a few more weeks."

The timing of the ramp failure happened at the tail end of the tourist season and

See Page 4, Whittier Ferry Service Halted

chanical failure of the gears that lower and raise it, which was severely damaged and made the ramp inoperable and unsafe to go up to it at this time. Right now we're working on a temporary solution, and it may be available in early November."

The Aurora is expected to be online in the middle of October utilizing a private dock near the ferry terminal. A temporary fix of the failed ramp may be completed in November. The Aurora serves Whittier for most of the summer, but when the ridership dissipates near the end of the season, it is relocated to southeast. It is currently filling in for the LeConte, which is undergoing an annual overhaul.

"We may be able to go into Whittier beforehand if we can figure out the logistics of utilizing a private dock," said Woodrow. "If we can, then we may be able to bring in the Aurora. Because of the way it's shaped, it may be able to dock, depending on tides."

The people most affected by the loss of Whittier's ferry terminal are from Valdez and Cordova who are using the westernmost port of Prince William Sound as a through point.

"It makes the trip much longer for driving miles and that's why we're trying to get a temporary solution to fix that link and have people have a shorter drive in the winter," said Woodrow.

As for the damaged ramp, the long-term fix won't take place until next spring. "The parts are custom made and just getting them and getting them to Whittier and doing work in the winter is difficult," Woodrow said. "Right now we're working on a solution that we can get the ramp to lower and raise slowly or fix it to work at certain tide level twice a day. This is a fairly unusual event to happen when a ramp breaks down; it really shuts off a leg of the system, but this is really unusual for a ramp to be the cause, and not a problem with the ferry."

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- 50th ANNIVERSARY -





#### Festival Awards Alaska Day Parade Prizes

After receiving the anonymous judges' report, Alaska Day Festival organizers have made the following awards of \$150, \$100 and \$50, respectively, for entries in the parade held Friday afternoon:

Civilian marching unit: First Seattle Firefighters Pipes and Drums; second Blatchley Middle School band; third Sitka High School band.

Symbolic of 1867: first Sitka Ninth Infantry Re-enactors; second Russian Navy Re-enactors; third Sitka National Historical Park.

Organization entry: first Girl Scouts; second Cub Scouts; third Sitka Boys and Girls Club.

Theme award "Celebrating 50 Years of the Alaska Marine Highway": first Model Ferries with Ethan White, Jaxson White and Riley Bernhardt; second Sitka Emblem Club 142; third Alaska Marine Highway System.

Military marching unit: U.S. Coast Guard Air Station Sitka.

Business Entry: first Allen Marine; second Baranof Island Brewing.

The Judges' Special Award: Civil Air Patrol Color Guard.

Riley Bernhardt smiles as she throws candy to the crowd from a model LeConte ferry float Friday during the Alaska Day Parade, Judges announced prize winners today, awarding the theme award, "Cel-

ebrating 50 Years of the Alaska Marine Highway," to the model ferries that were operated by Ethan White, Jaxson White and Riley Bernhardt. Parade awards are listed on page 3. (Sentinel Photo)